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From it Mr. Pratt is able to confirm his own view that the dominant purpose of Prussian railway administration is to bring revenue to the treasury, that this purpose leads to much injustice in rate-making, and that while many of the discriminating practices of private railways do not prevail, yet the rigidity of a bureaucratic administration leads to much oppression and is indirectly a block to industrial advance. In conclusion Mr. Pratt urges that the situations in the two countries are in most respects not comparable, and that the British public must solve its railway problem without casting its eyes beyond the seas.

F. H. D.

*Methods of the Santa Fé: Efficiency in the Manufacture of Transportation.* By CHARLES BUXTON GOING. (New York and London: Engineering Magazine, 1909. Pp. 124. \$1.)

The managing editor of the *Engineering Magazine* made a five weeks' personal study of Santa Fé methods and contributed his results to the journal of which he is in charge. The articles have now been reproduced in book form. Santa Fé management has for many years been a model of railway operation, and this study which with abundance of illustration develops the leading principles responsible for the railway's success, should possess interest for a considerable group outside the technical railway field.

As the sub-title indicates, it is a study in cost systems. A description of the methods employed would be too detailed for reproduction here, but the chief features have been summarized by the author and are here presented in brief form. First, general adoption of engine types and revision of line and grade to meet a heavy service and the loading of engines to full capacity; second, centralization of manufacturing, standardization of tools, and the provision of a bonus system of wages based on efficiency; third, a unique organization and supervision of the stores system; fourth, a department of tests; fifth, provision for comfort of employees, including a pension system; sixth, an apprenticeship system.

F. H. D.